

What is claimed is:

1. Motor vehicle lock comprising:
 - a latch that is swivelable around a swivelling axis and moveable into an open position and at least into a main locked position; and
 - a ratchet arrangement movable into at least one holding position and into a release position, and the ratchet arrangement keeping the latch in the main locked position when in the at least one holding position, the ratchet arrangement further including,
 - ratchet kinematics, wherein the ratchet kinematics is moved by resetting the latch out of the main locked position in the direction of the open position; and
 - an adjustable blocking element that blocks movement of the ratchet kinematics when the ratchet arrangement is in the at least one holding position, thereby blocking the resetting of the latch.
2. Motor vehicle lock as claimed in claim 1, wherein the ratchet kinematics further comprises:
 - step-down gearing, wherein a blocking force applied by the blocking element to block the latch is reduced by the step-down gearing.
3. Motor vehicle lock as claimed in claim 2, wherein, when the latch is in the main locked position, a degree of reduction of the ratchet kinematics is higher than when the latch is in a preliminary locked position.
4. Motor vehicle lock as claimed in claim 1, wherein the motor vehicle lock has a motorized opening drive and wherein the release of the latch can be triggered by a motor.
5. Motor vehicle lock as claimed in claim 4, wherein the motorized opening drive is an electric motor.
6. Motor vehicle lock as claimed in claim 1, wherein the ratchet kinematics further

comprises:

a transmission lever that is swivelable around a second swivelling axis, wherein by swivelling the latch out of the main locked position in the direction of the open position, the transmission lever can be moved and, when the ratchet arrangement is in the at least one holding position, the blocking element blocks the transmission lever.

7. Motor vehicle lock as claimed in claim 6, wherein the transmission lever is coupled to the latch.

8. Motor vehicle lock as claimed in claim 7, wherein an intermediate lever couples the transmission lever and the latch and, wherein the intermediate lever is pivotally coupled to the latch and to the transmission lever and, is coupled eccentrically with regard to the respective swivelling axis of the latch.

9. Motor vehicle lock as claimed in claim 8, wherein when the latch is in the main locked position the force acting on the transmission lever from the latch via the intermediate lever causes torque on the transmission lever with respect to its swivelling axis and wherein the blocking force of the blocking element opposes the torque on the transmission lever.

10. Motor vehicle lock as claimed in claim 2, wherein the ratchet kinematics further comprises:

a transmission lever that is swivelable around a second swivelling axis, wherein by swivelling the latch out of the main locked position in the direction of the open position the transmission lever can be moved and, when the ratchet arrangement is in the at least one holding position the blocking element blocks the transmission lever.

11. Motor vehicle lock as claimed in claim 10, wherein the transmission lever is coupled to the latch.

12. Motor vehicle lock as claimed in claim 11, wherein an intermediate lever couples

the transmission lever and the latch and wherein the intermediate lever is pivotally coupled to the latch and to the transmission lever and, is coupled eccentrically with regard to the respective swivelling axis of the latch.

13. Motor vehicle lock as claimed in claim 12, wherein when the latch is in the main locked position, the force acting on the transmission lever from the latch via the intermediate lever causes torque on the transmission lever with respect to its swivelling axis, and wherein the blocking force of the blocking element opposes the torque.

14. Motor vehicle lock as claimed in claim 6, wherein the transmission lever is pretensioned and wherein the blocking force of the blocking element opposes the pretensioning of the transmission lever.

15. Motor vehicle lock as claimed in claim 10, wherein the transmission lever is pretensioned and wherein the blocking force of the blocking element opposes the pretensioning of the transmission lever.

16. Motor vehicle lock as claimed in claim 6, wherein the transmission lever further comprises:

at least one main catch, wherein the blocking element can be moved to engage the transmission lever by blocking at least via the main catch.

17. Motor vehicle lock as claimed in claim 10, wherein the transmission lever further comprises:

at least one main catch, wherein the blocking element can be moved to engage the transmission lever by blocking at least via the main catch.

18. Motor vehicle lock as claimed in claim 6, wherein the blocking element is swivelable around a third swivelling axis and when the ratchet arrangement is in the holding position, the blocking element engages and blocks the transmission lever.

19. Motor vehicle lock as claimed in claim 10, wherein the blocking element is swivelable around a third swivelling axis and when the ratchet arrangement is in the holding position the blocking element engages and blocks the transmission lever.

20. Motor vehicle lock as claimed in claim 7, further comprising:
an auxiliary locking drive, wherein the auxiliary locking drive is coupled to the transmission lever and wherein the latch can be moved into the main locked position by the auxiliary locking drive via the transmission lever.

21. Motor vehicle lock as claimed in claim 11, further comprising:
an auxiliary locking drive, wherein the auxiliary locking drive is coupled to the transmission lever and wherein the latch can be moved into the main locked position by the auxiliary locking drive via the transmission lever.

22. Motor vehicle lock as claimed in claim 8, wherein the coupling of the intermediate lever to the latch includes a trip-free mechanism and wherein movement of the latch out of the main locked position into an overstroke position, on the other side of the main locked position viewed from the open position, is possible without moving the transmission lever.

23. Motor vehicle lock as claimed in claim 12, wherein the coupling of the intermediate lever to the latch includes a trip-free mechanism and wherein movement of the latch out of the main locked position into an overstroke position on the other side of the main locked position viewed from the open position, is possible without moving the transmission lever.

24. Motor vehicle lock as claimed in claim 22, wherein the intermediate lever is pretensioned against the latch such that the latch can be moved into the overstroke position against the pretensioning.

25. Motor vehicle lock as claimed in claim 23, wherein the intermediate lever is

pretensioned against the latch such that the latch can be moved into the overstroke position against the pretensioning.

26. Motor vehicle lock as claimed in claim 1, further comprising: an inlet slot and wherein the blocking element, for protection against theft, is located in the motor vehicle lock such that the blocking element cannot be reached from of the inlet slot.

27. Motor vehicle lock as claimed in claim 11, further comprising:
a motorized opening drive, wherein the release of the latch can be triggered by a motor.

28. Motor vehicle lock as claimed in claim 27, wherein the motorized opening drive is an electric motor.

29. Motor vehicle lock as claimed in claim 13, further comprising:
a motorized opening drive, wherein the release of the latch can be triggered by a motor.

30. Motor vehicle lock as claimed in claim 29, wherein the motorized opening drive is an electric motor.

31. Motor vehicle lock as claimed in claim 23, further comprising:
a motorized opening drive, wherein the release of the latch can be triggered by a motor.

32. Motor vehicle lock as claimed in claim 31, wherein the motorized opening drive is an electric motor.